

ENVIRONMENTAL SCREENING/CE-1 FORM**Date:** March 16, 2009☐ Initial Version☒ Revision to Version Dated: February 5, 2009**Purpose of this document:**☒ CE Level 1 documentation for exempted projects☐ Determine scope of Federal documentation (CE Level 2-4)☐ State-funded categorical exemption documentation**Approval of Exempt, CE-1 Level or State-Funded CE:**

Environmental Scoping Manager

Date

Federal Highway Administration

Date

(If used for scoping, this form should be completed prior to using the CE/EA form.)

PROJECT INFORMATION			
Project Number, County, Route	Various Locations	Des Number	Various
Project Description	<p>Pavement preservation and maintenance projects including:</p> <p>Crack Sealing – The cleaning and sealing of open cracks or joints in asphalt pavement and shoulders to prevent the entry of moisture and debris. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Chip Seal – The treatment of the pavement surface with liquid asphalt material and coarse aggregate to prevent deterioration of the surface. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Concrete Pavement Repair or Replacement – Repair could include a number of different methods including full or partial depth patching, dowel bar retrofitting, and diamond grinding the existing surface to improve smoothness, etc. Replacement is full depth reconstruction within the same horizontal and longitudinal limits of the existing pavement. Total elevation increase of the pavement should not exceed 3 inches. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Microsurfacing – A thin polymer-modified asphalt emulsion mixture.</p> <p>Milling and Resurfacing – Variable depth milling of the existing pavement and placement of a variable depth layer of new material not to exceed a 3 inch increase in pavement elevation. This will be done in previously disturbed soil with no curb with sidewalk exempt or will be done in disturbed soil with curb and sidewalk not a National Register eligible site.</p> <p>Pavement Overlay – Placement of up to a 3 inch layer of asphalt or concrete directly over the existing paved surface. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Bridge Deck Overlays (on bridges less than 45 years old or determined not to be eligible for historic protection and in previously disturbed soils) – Pavement overlay similar to pavement overlay described above and could include milling and partial or full depth patching.</p> <p>Ultrathin Bonded Wearing Course (UBWC) – A gap graded, ultra thin hot-mix asphalt mixture applied over a thick polymer-modified asphalt emulsion membrane.</p> <p>Wedge and Level – Variable depth milling of the existing pavement and placement of a variable depth layer or asphalt over the remaining pavement to return the roadway to normal crowned</p>		

	<p>section. Total elevation increase of pavement should not exceed 3 inches.</p> <p>Painting of Bridges – This applies only to bridges less than 45 years old or determined not to be eligible for historic protection. Includes blasting off old paint and repainting any exposed steel.</p> <p>Pavement Marking – Installing new pavement markings (paint, thermoplastic, epoxy, etc.) either directly over the existing markings or in a different location/orientation after removal of the old markings via grinding. All markings remain within existing paved limits. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required.</p> <p>Repair or Replacement of Existing Signs and Guardrail (in previously disturbed soils)– Removing or repairing damaged or outdated signs and posts, and guardrail, and replacing those removed with the same type of signs or guardrail in the same location that meet current specifications.</p> <p>Guardrail Repair/Replacement or Installation of Safety Appurtenances– This applies only to bridges less than 45 years old or determined not to be eligible for historic protection and in previously disturbed soils. Repair includes repairing a section of the existing railing damaged by a crash or simple deterioration back to its original design. Replacement involves removal of the existing railing to be replaced by a new railing that meets all current specs.</p>					
Purpose and Need for Action:	There is a need for preserving the pavement, existing signs, guardrails, and bridges structures, to extend the life of the roadways and safety elements. By preserving the pavement, existing signs and guardrails, and bridge structures, roadways will last longer and delay the need for replacement and thus, save funds. The purpose of these projects is to fulfill this need of longer lasting pavement, existing signs and guardrails, and bridge structures.					
Alternatives Considered:	The do-nothing alternative was considered, but rejected since it would not meet the purpose and need of the projects.					
Project Termini:	Varies					
Funding Source(s):	<table border="1"> <tr> <td><input checked="" type="checkbox"/> Federal</td> <td><input type="checkbox"/> State</td> <td><input type="checkbox"/> Local</td> <td>Estimated Cost</td> <td>Varies</td> </tr> </table>	<input checked="" type="checkbox"/> Federal	<input type="checkbox"/> State	<input type="checkbox"/> Local	Estimated Cost	Varies
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Project Sponsor:	<table border="1"> <tr> <td>INDOT</td> <td>Project Length</td> <td>Varies</td> </tr> </table>	INDOT	Project Length	Varies		
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SCOPE OF THE PROPOSED ACTION:	No	Possible	Comments
Public Involvement	X		No new ROW or relocations are required so no public hearing is required. No public controversy is expected. Any applicable public involvement procedures will be followed.
Relocation of residences/businesses/etc.*	X		Only existing right-of-way will be affected. No new ROW or relocations are required.
Right-of-way in acres (permanent and temporary)*	X		Only existing right-of-way will be affected. No new ROW or relocations are required.
Added through-traffic lanes – length*	X		Only existing right-of-way will be affected.
Permanent alteration of local traffic pattern*	X		Only existing right-of-way will be affected. There will be no new alignment.
Facility on new location or realignment*	X		Only existing right-of-way will be affected. There will be no new alignment.
Disruption to public facilities/services (such as schools, emergency service)	X		Only existing right-of-way will be affected. Any disruption will be very temporary. Traffic will be appropriately maintained.
Involvement with existing bridge(s) (Include structure number(s))	X		Only existing right-of-way will be affected. Except for repairing or replacing railing or painting bridges less than 45 years old or determined not to be eligible for historic protection, existing bridges and structures will not be modified.

INVOLVEMENT WITH RESOURCES:	No	Possible	Studies, Coordination, and Comments
Watercourses Impacted (linear feet)	X		There will be no work outside existing right-of-way.
Other Surface Waters (such as ponds, lakes, reservoirs, in acres)	X		There will be no work outside existing right-of-way pavement.
Wetlands (acres)*	X		There will be no work outside existing right-of-way.
Disturbance of Terrestrial Habitat (acres)	X		There will be no work outside existing right-of-way pavement.

INVOLVEMENT WITH RESOURCES:	No	Possible	Studies, Coordination, and Comments
Karst Features	X		If karst fissures are present in the pavement to be rehabilitated, this programmatic Categorical Exclusion may not be used. If these features are discovered during project development, the Office of Environmental Services (OES) shall be contacted to coordinate with the US Fish and Wildlife Service and manage preparation of a separate environmental document. If unexpected karst features are discovered during construction, work shall cease immediately in the affected area and OES will be contacted. OES will coordinate with USFWS to determine appropriate protective measures.
Threatened and Endangered Species Present/Impacted*	X		These projects are included under the September 1993 MOU which exempts such projects from coordination with the United States Fish and Wildlife Service. Since only existing right-of-way will be affected, no endangered species should be impacted.
Impacts to Sole Source Aquifer*	X		Though some projects may be located in the St. Joseph Sole Source Aquifer, no impact will occur since only existing right-of-way will be affected.
Flood Plains (note transverse or longitudinal impact)	X		Only existing right-of-way will be affected. The projects will not alter flood elevations.
Farmland (acres)	X		There will be no work outside existing right-of-way.
Cultural Resources (Section 106)*	X		This project is exempt from Section 106 under category A-1, A-4, A-5, A-6, A-8, and/or A-10 of the Minor Projects PA. If the project includes rehabilitation or repair of sidewalks or curbs, or brick pavers are present, the project will require individual review for potential impacts to historic districts or properties.
Section 4(f) and Section 6(f) Resources *	X		Although there may be Section 4(f) or 6(f) resources near the roadways being preserved, none of the resources will be affected since only existing right-of-way will be used.
Air Quality Non-attainment Area		X	These projects are exempt from air quality analysis in accordance with 40 CFR Part 93.126 Table 2. These projects are not projects of air quality concern and therefore will have no significant impact on air quality.

Environmental Screening/CE-1 Form Project:

Pavement Preservation & Maintenance
Projects

Des No: Various

INVOLVEMENT WITH RESOURCES:	No	Possible	Studies, Coordination, and Comments
Noise Analysis Required*	X		These projects are not Type I projects. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence on February 26, 2007), these actions do not require formal noise analysis.
Community/Economic Impacts	X		No negative impacts are anticipated for the established communities.
Environmental Justice	X		No new ROW or relocations are required for these projects.
Hazardous Materials	X		Only existing right-of-way will be affected by these projects.
Permits	X		No bare ground or jurisdictional waters/wetlands will be disturbed. If any permits are required, this CE does not apply.

*Criteria used for determination of CE Level. See threshold table below.

ENVIRONMENTAL COMMITMENTS:

If permanent or temporary right of way is determined to be required, the Office of Environmental Services will be contacted immediately.

Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit.

If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days.

If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Office of Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines.

If a project involving replacement of existing signs is located near an airport, the INDOT Office of Aviation will be contacted to determine whether it is necessary to complete FAA form 7460-1 (Notice of Proposed Construction or Alteration) for equipment or permanent structures utilized for the project.

Reasonable precautions shall be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas will be minimized.

With respect to lead-based paint removal, all efforts to minimize human exposure to lead-based paint chips and dust should be practiced.

Asphalt paving plants will be permitted to operate properly. The use of cutback asphalt, or asphalt emulsion containing more than 7% oil distillate, is prohibited and will not occur during the months of April through October.

Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
Relocations	None	≤ 2	> 2	> 10
Right of way ¹	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
Length of added through lane	None	< 1 miles	≥ 1 mile	≥ 1 mile
Traffic pattern alteration	None	None	Yes	Yes
New alignment	None	None	< 1 mile	≥ 1 mile ²
Wetlands*	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
Section 4(f)	None	None	Programmatic/de minimis Findings ³	Individual 4(f)
Section 6(f)	None	None	Any impacts	Any impacts
Section 106*	"No Historic Properties"	"No Adverse Effect"	"Adverse Effect"	If ACHP involved

Environmental Screening/CE-1 Form Project: Pavement Preservation & Maintenance Projects Des No: Various

	Affected" or falls within guidelines of Minor Projects			
	PA			
Noise Analysis Required*	No	No	Yes ⁴	Yes ⁴
Threatened/Endangered Species*	"No Effect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	"Not likely to Adversely Affect"	"Not likely to Adversely Affect"	"Likely to Adversely Affect" ⁵
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
Approval Level*				
• ESM ⁶	Yes	Yes	Yes	Yes
• OES			Yes	Yes
• FHWA				Yes

*These thresholds have changed from the March 2006 Manual.

¹Permanent and/or temporary right of way.

²If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

³The FHWA must review and approve Programmatic and *de minimis* Section 4(f) prior to CE approval.

⁴In accordance with INDOT's Noise Policy.

⁵If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

⁶Environmental Scoping Manager

Environmental Screening/CE-1 Form Project:

Pavement Preservation & Maintenance
Projects

Des No: Various

In accordance with the *Categorical Exclusion Programmatic Agreement* between INDOT and FHWA, the following type of environmental documentation is needed:

	No Additional Documentation: State-Funded Project. For projects that are 100% state-funded, and meets IDEM's approved list of Categorically Exempted Projects.
X	No Additional Documentation: Categorical Exclusion, Level 1. The necessary supporting documentation, including maps and coordination, are attached to this document and will be kept on file in the district. If the project is approved as a CE-1 under Tables 2 or 3 in the CE Manual, provide the number or letter under which this CE-1 is approved. For projects not listed on Tables 2 or 3, but determined to be Level 1 CEs on other criteria, such as the threshold chart above, attach appropriate documentation.
	Categorical Exclusion, Level 2 through 4 – The proposed action exceeds the thresholds for a CE-1 in the thresholds table above. The project must be documented on the Categorical Exclusion/Environmental Assessment Form. Additional research and documentation are necessary to determine environmental impacts and the type of environmental documentation.
	EA – An Environmental Assessment will be prepared.
	EIS – An Environmental Impact Statement will be prepared.